Monteringsanvisning och Service manual

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Serienummret identifierara din garageport och arkiveras hos tillverkaren. Vi föreslår att det förvaras åtkomligt vid kontakt med distributören.

PRODUCT MANUFACTURED IN CANADA

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VIKTIG INFORMATION

LÄS IGENOM DENNA ANVISNING INNAN DU PÅBÖRJAR MONTERINGEN

Montering av garageporten är ett relativt omfattande arbete som kräver erfarenhet och förberedelser. Därför rekommenderar vi att du i första hand anlitar en auktoriserad montör som är certifierad för arbetet. En certifierad montör kommer att montera, justera och testa porten så att den fungerar perfekt och lämnar således full garanti på både montering och produkt under garantitiden.

Du kan givetvis göra monteringen själv under förutsättning att:

- du har tidigare erfarenhet av monteringsprojekt;
- du har tillgång till rätt verktyg;
- du har tillgång till hjälp att hantera sektioner och skensystem;
- du läser dessa instruktioner INNAN du börjar monteringen , inte när du är klar;

NOTERA! För att full garanti skall gälla skall monteringen besiktigas/Certifieras av en auktoriserad montör.

Följande monteringsanvisning är en generell ”guideline” som inte på något sätt lägger något ansvar för monteringen på tillverkare eller leverantör. Varesig tillverkare eller leverantör kan hållas skadeståndsskyldig eller ansvarig för skador eller liknande som sker under eller efter färdig montering. Anvisningar och illustrationer är så precisa som möjligt men vissa olikheter kan förekomma.

Din garageport är förmodligen den största och tyngsta rörliga del i ditt hem. Den måste monteras rätt för att vara säker och funktionsduglig under en lång tid. Om du har några som helst tvivel angående monteringen så tveka inte att kontakta en certifierad montör.

Dessa verktyg behöver du:

- Svetstång
- Skruvmejslar
- Hammare
- Bågfil
- Div. Borrar
- Hylsnyckelsats
- Stege
- Vattenpass
- Måttband
- Sågbockar
- Vinkelhake

Detta material behövs (ingår ej):

- skruvar för tätningslister och bakre upphängning

DENNA MARKERING ANVÄNDS REGELBUNDET I DENNA ANVISNING. DEN BETYDER ATT EXTRA FÖRSIKTIGHET VID DESSA PUNKTER I ANVISNINGEN. OFÖRSIKTIGHET VID DESSA PUNKTER KAN LEDA TILL ALLVARLIGA SKADOR.

INSTALLATION MANUAL
RESIDENTIAL GARAGE DOORS

This manual doesn't include the installation of Alterna doors.

Garaga Inc. manufactures seven models of residential garage doors: the Top Tech door (textured steel), H-Tech Plus and H-Tech (rustic woodgrain aluminum), North Hatley (Carriage house type), Eastman Estate, the Standard+ (light woodgrain steel) and the Standard 138 door, (light woodgrain steel). The installation of different models is similar, but with a few minor changes.

The first step when installing your garage door is to identify the door model you have purchased, because this guide is basically written for H-Tech, North Hatley, Estman Estate and Standard+ models. If you purchased a Standard 138 door, 1 3/8 in., R-12, you can still use this guide, only the installation instructions will appear as follows, with the title "Standard 138" clearly displayed. Example:

Standard 138

Installation of a cable-lock or an end stile lock is recommended on standard 138 doors.

In the following pages, you will find detailed instructions for the installation of a sectional garage door along with its hardware whether it comes with torsion springs or extension springs.

In this manual, the right and the left are as seen by looking at the opening of the door from the inside.

All the necessary parts for the installation of your door are provided except for the horizontal track supports (optional). We suggest you use a slotted angle of 1 1/4" X 1 1/4" (32 X 32 mm). **GARAGA hardware is easy to recognize by the stamping of the word GARAGA on the tracks and other parts.**

Identify the parts and separate the left ones from the right ones. The parts that need to be separated are the vertical tracks, the horizontal tracks (those with a curve in them), the bottom panel corner brackets, and the cable drums for torsion hardware. All other parts can go on either side. The parts are illustrated in this document when it is time to use them. A complete list of all hardware parts can be found in the hardware box.

You will find life-size illustrations of the screws, nuts, and bolts in this manual as you need them.

The hinges are identified by a number indicating on which panel they must be used. This number is

Standard 138

Standard 138 panelerna är identiska och kan således monteras på alla positioner. I dessa fall behöver bara instruktioner relaterade till insida eller utsida beaktas.

Orangefärgade markeringar på insidan av sektionerna (i underkant) indikerar var förstärkningsplåtarna på insidan av sektionen finns, på dessa ställen kan gångjärn,handtag och automatiken sättas fast. (se sidan 4 och 5). Även på de nedre delen av sektionen finns markering där förstärkning finnes. Körnmarkeringar visar den exakta platsen där gångjärnen skall monteras.

SPECIELLA SÄKERHETS KRAV

- Fjädern som används vid öppning och stängning tar upp **hela** vikten av porten.**Detta betyder att dett finns en extrem inbyggd kraft i denna och en plötslig okontrollerad hantering kan vara mycket farlig och orsaka allvarlig skada.**

- Det finns bara en typ av fjäder på denna marknad (se sida 14/17)

- Använd alltid en svetstång för att låsa sektionerna vid behov under monteringen.

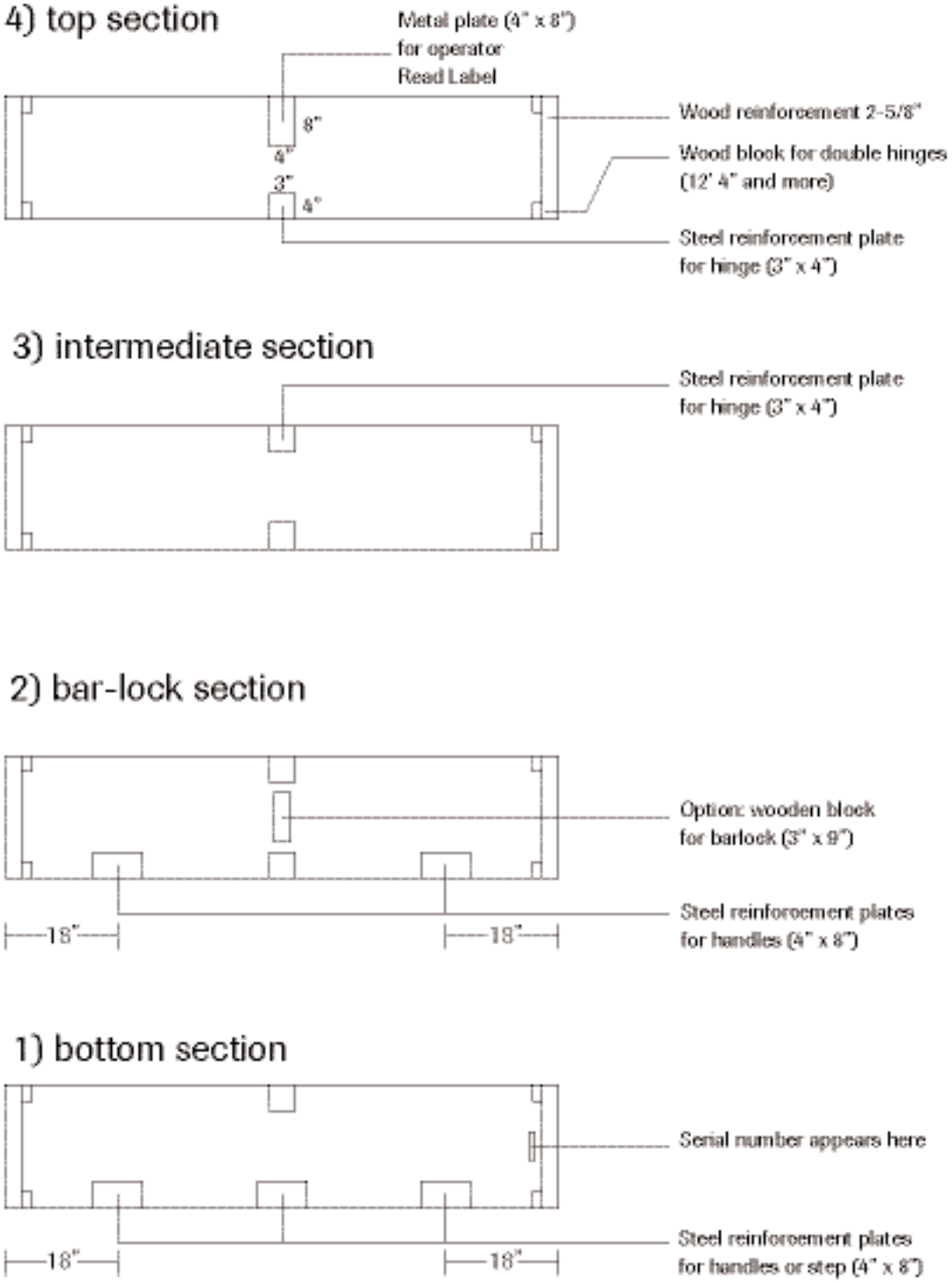
- Gällande spänning eller löstagning av Torsionsfjäder skall medföljande verktyg 12mm stång användas, använd aldrig en skruvmejsel för den kan glida ur och orsaka skada.

- Tillse att erforderlig fästpunkt i vägg för fallskydd/Torsionsfäste finns då denna punkt tar upp all kraft från fjädern. **Försök aldrig att flytta eller modifiera denna punkt när fjädern är spänd då plötsligt brott kan orsaka allvarliga skador.**

- De bakre upphängningarna av de horisontella skenorna måste monteras så att blockering av sektionerna kan åstadkommas samt upprätthålla samma avstånd mellan skenor och tak.

Placering av förstärkningsplåtar och träreglar för fastsättning av gångjärn och handtag

Top Tech, H-Tech, North Hatley, Eastman och Standard+ modeller



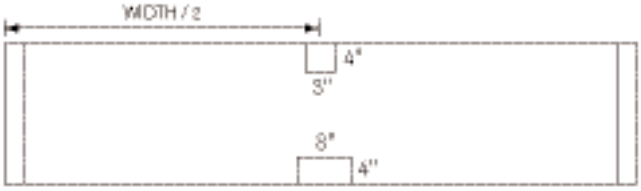
Not. 1: En extra först.plåt är inlagd i portar bredare än 2820mm.

Not. 2: Orangefärgade markeringar indikerarar inte den exakta positionen av plåtarna. Dock markerar slagmarkeringen positionen.

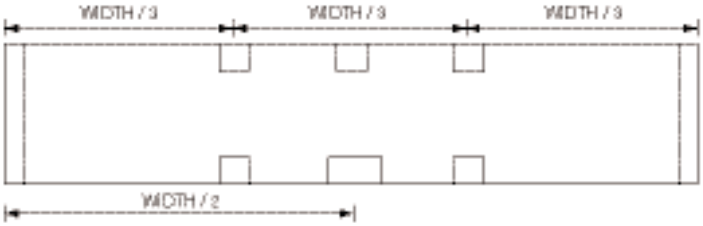
Placering av förstärkningsplåtar och träreglar för fastsättning av gångjärn och handtag

Standard138 modell (35 mm), R-12

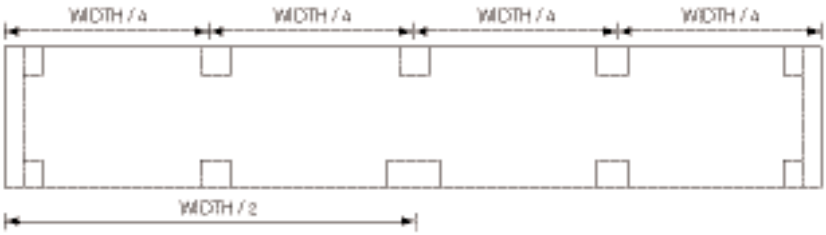
5'-0", 8'-0" and 9'-0" (1524, 2438 and 2743 mm) wide



10'-0" and 12'-0" (3048 and 3658 mm) wide



14'-0" and 16'-0" (4267 and 4877 mm) wide



Steel plate 14 g, 3" x 4"

Steel plate 14 g, 8" x 4"

Note: to attach the electrical operator, we recommend to use a special bracket.

VIKTIGT

SÄKERHETSMARKERING

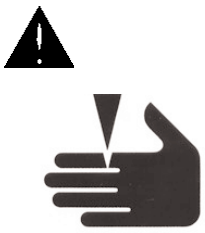
Säkerhetsmarkering skall vara synlig ovanför bottenbeslaget, för att påvisa att hanteringen av fjädrar, vajrar och beslag kan medföra skada.

HANDTAG OCH STEGJÄRN

Ett handtag finns för montering på både insida och utsida, ett stegjärn finns även för montering på insida.

Hantaget rekommenderas att monteras på insidan av porten. Vid strömbortfall eller nödöppning så skall porten öppnas med hantaget för att undvika skador.

Se illustration nedan för montering av handtag/stegjärn.



Var försiktig med händer och fingrar

1. Fixera hantaget och/eller stegjärnet i mitten av portbladet, färstärkningsplåten finns där oranga markering är. (se sidorna 4 & 5 var de olika förstärkningarna finns).

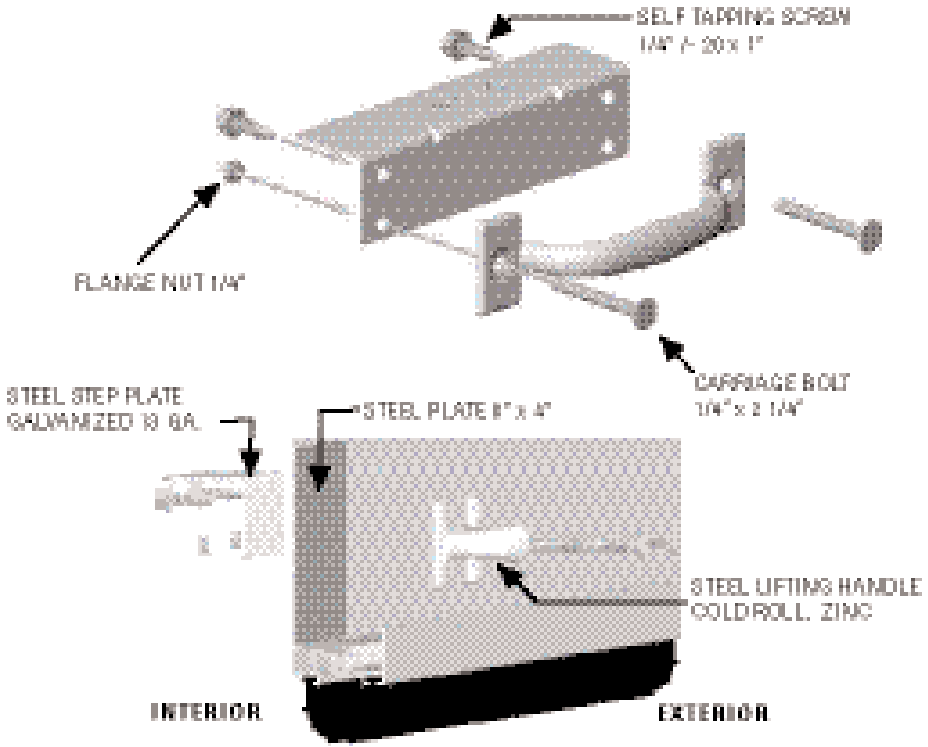
2. Om du enbart monterar **handtag**, på indidan så använder du självborrande skruvar.

3. Om du enbart monterar **step plate only** on the interior of the garage, fix it to the plate with the self tapping screws.

4. If you are installing the **step plate on the interior and the handle on the exterior**, use carriage bolts and nuts in the bottom holes of the step plate, and the self tapping screws in the top holes in the interior of the garage. In this case, locate the reinforcement plate, adjust the step plate to it, and drill holes through the door from the interior.

5. In this last case, locate the steel plate, adjust the step plate and to drill through the door starting from the interior of this one.

Varning: Öppna aldrig porten genom att sticka in fingrarna mellan sektionerna.



OM DETTA ÄR EN NYINSTALLATION, INTE ETT BYTE AV BEFINTLIG PORT, GÅ TILL SIDAN 9.

HUR DU DEMONTERAR DIN GAMLA PORT

Om du skall byta ut din gamla port eller delar av en äldre sektionsport, så lär du behöva byta vissa delar, såsom gångjärn eller hjul. Du behöver alldeles säkert även byta fjäder/rar eftersom den oftast är anpassad till portens vikt. Vikten av en trädörr, ståldörr eller aluminium skiljer sig kraftigt.

Det är viktigt att förstå att fjädern som användes för öpnna och stänga porten med tar upp hela portens vikt. Detta betyder att det finns en mycket stark kraft i fjädern och en plötslig eller okontrollerad lossning av denna kan medföra allvarliga skador.

Det första och viktigaste steget i demonteringen är att släppa på fjäderspänningen.

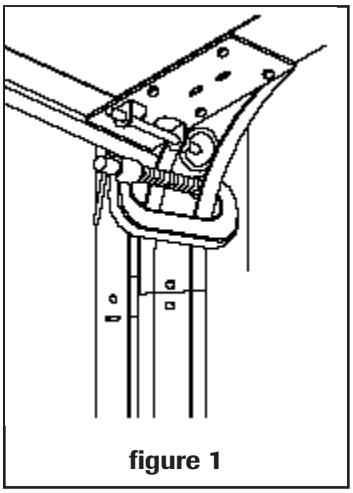


figure 1

Borttagning av fjädrar.

Om porten är i öppet läge så försvinner spänningen nästan helt.

Öppna porten helt. Blockera porten med en klämma eller ett stag så att porten inte kan röra sig nedåt. (Se fig. 1)

Nu kan du lossa vajrar och demontera fjädrarna utan problem. Dock skall man vara försiktig vid vipportar då en viss kraft alltid finns där bultar och fästen kan lossna och orsaka skada.

Sedan kan porten sakta sänkas ned (här krävs oftast hjälp då porten kan vara rätt tung.)

Varning

Arbeta aldrig själv när detta moment utföres, kom ihåg att en fjäderbalanserad garageport alltid väger sin egen vikt, så att försöka hantera den själv kan vara farligt.

Vi föreslår att du placerar en träbit under porten så att du förhindrar att klämma fingrarna. Nu kan du demontera portbladet /bladen med början uppifrån.

Försök aldrigatt montera isär fjäderanordning eller anordning förrens du är helt säker på att spänningen är helt släppt.

Demontering av torsionsfjäder/rar

Demontering av torsionsfjäder är lite mer komplicerat, det är därför viktigt att följa dessa instruktioner. En okontrollerad demontering kan orsaka allvarlig skada.

Först och främst, spärra porten i stängt läge. En svetsklämma är absolut bästatt använda se Fig. 1. Använd en svetsklämma för att låsa torsionsaxeln mot väggen se Fig. 2 och 22. Sedan används spännjärnen som sätts i hålen i spännankarna, Spänn järnet till du känner kraften, nu kan du lossa spärrskruvarna på ankaret.

VARNING! När spännskruvarna lossats så ligger all kraft på spännjärnet; nu är det viltigt att du kan hålla emot så att du ej tappar greppet som kan resultera i att fjädern släpper okontrollerat.

Nu lossar du fjäderns spänning genom att använda det andra spännjärnet och växelvis flytta mellan ankarets hål tills all kraft är borta från fjädern. Gör samma sk med den andra fjädern om det är två fjädrar. Sedan kan du släppa på vajerhjulen och demonter dessa. Nu kan du ta bort svetsklämmorna.

Portsektionerna kan nu demonteras med början med den översta.

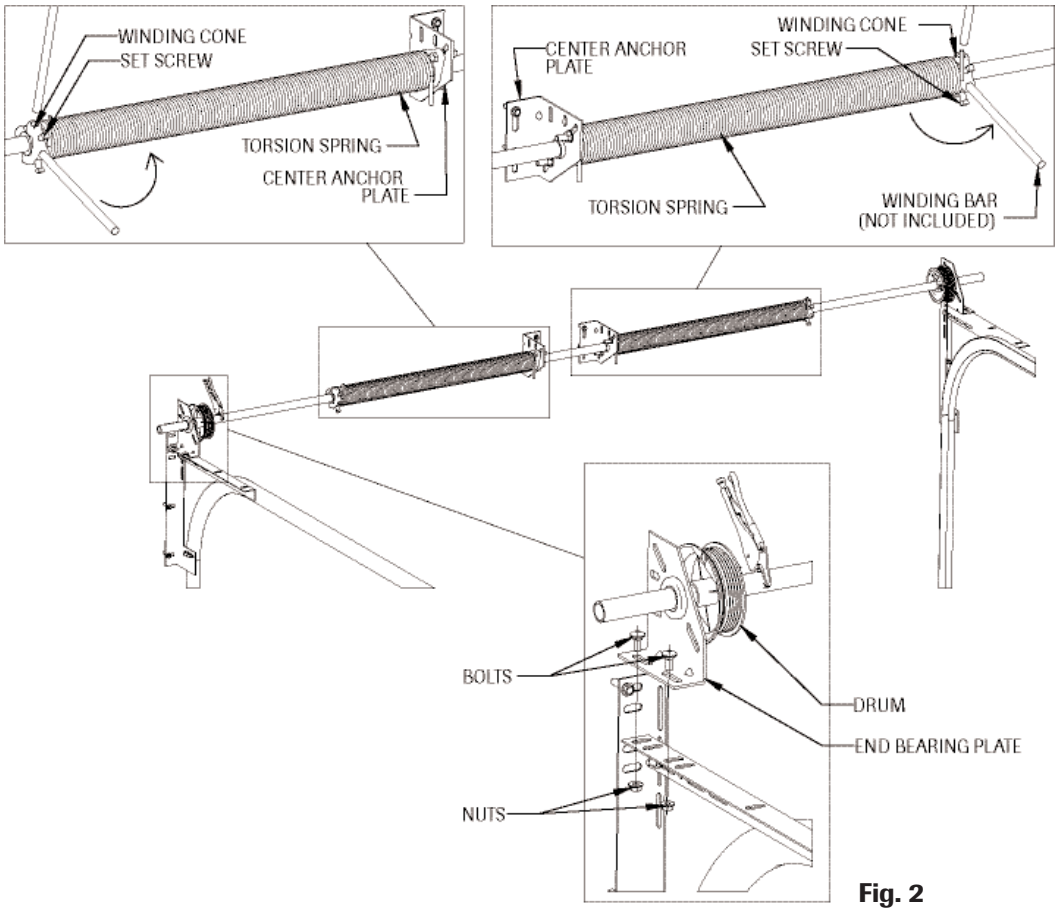


Fig. 2

HUR DU MONTERAR DIN GARAGEPORT

STEG 1: IORDNINGSSTÄLLA DAGÖPPNINGEN

Se till att dagöppningen(porthålet) har rätt mått som passar till måttet på porten. T.ex: en port som är 2740 X 2140 mm behöver en dagöppning som är 2,740 mm bred och 2,140 mm hög.

Överliggande regel och sidoreglar måste vara i samma plan, detta är viktigt! Reglarna måste även vara kavadratiska och raka. (Fig. 4) Kontrollera att det finns tillräckligt med utrymme ovanför samt på båda sidor om portöppningen. (Fig. 4 och 5).

Krav på utrymme ovanför och på sidor door

(fritt utrymme mellan dagöppning och tak/reglar)

Fjädertyp		Lågmontering Bakre	Lågmontering Främre
Torsion inkl. automatik		153mm	254mm

Utrymme som behövs för port inkl. automatik: Portens höjd+1016 mm

- minsta utrymme mellan dagöppnings båda sidor och vägg : 13 cm
- minsta utrymme mellan två portar bredvid varandra: 26 cm

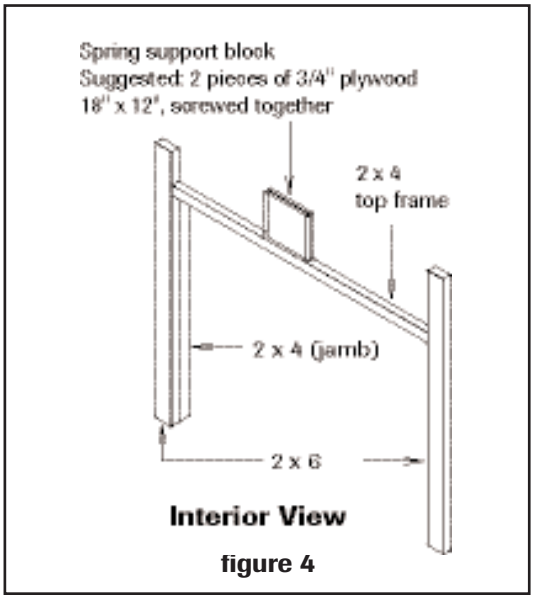


figure 4

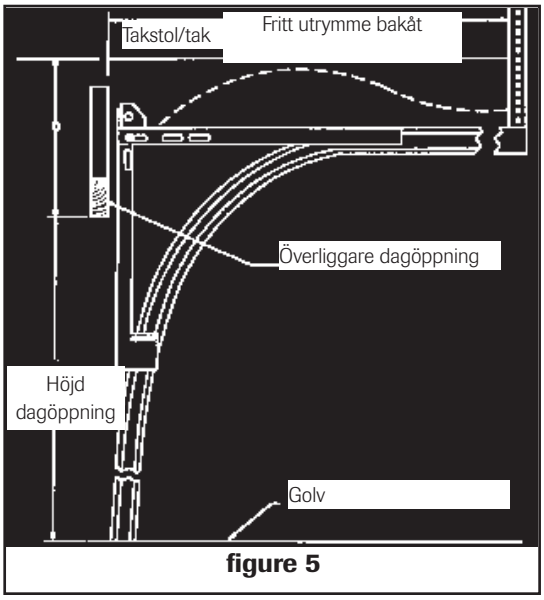


figure 5

STEG 2: GÖR IORDNING SEKTIONERNA

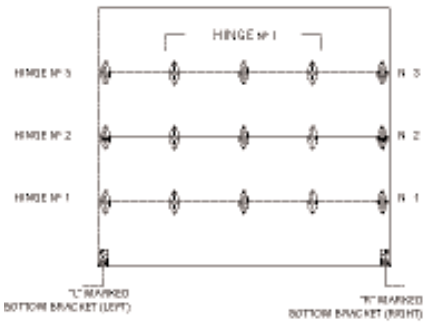
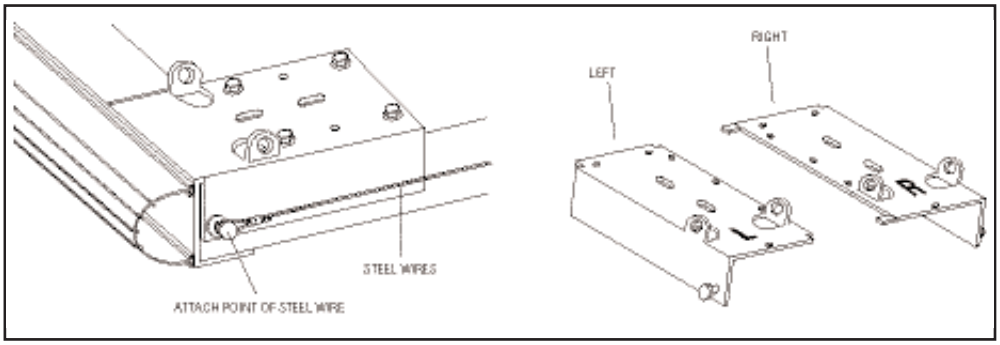


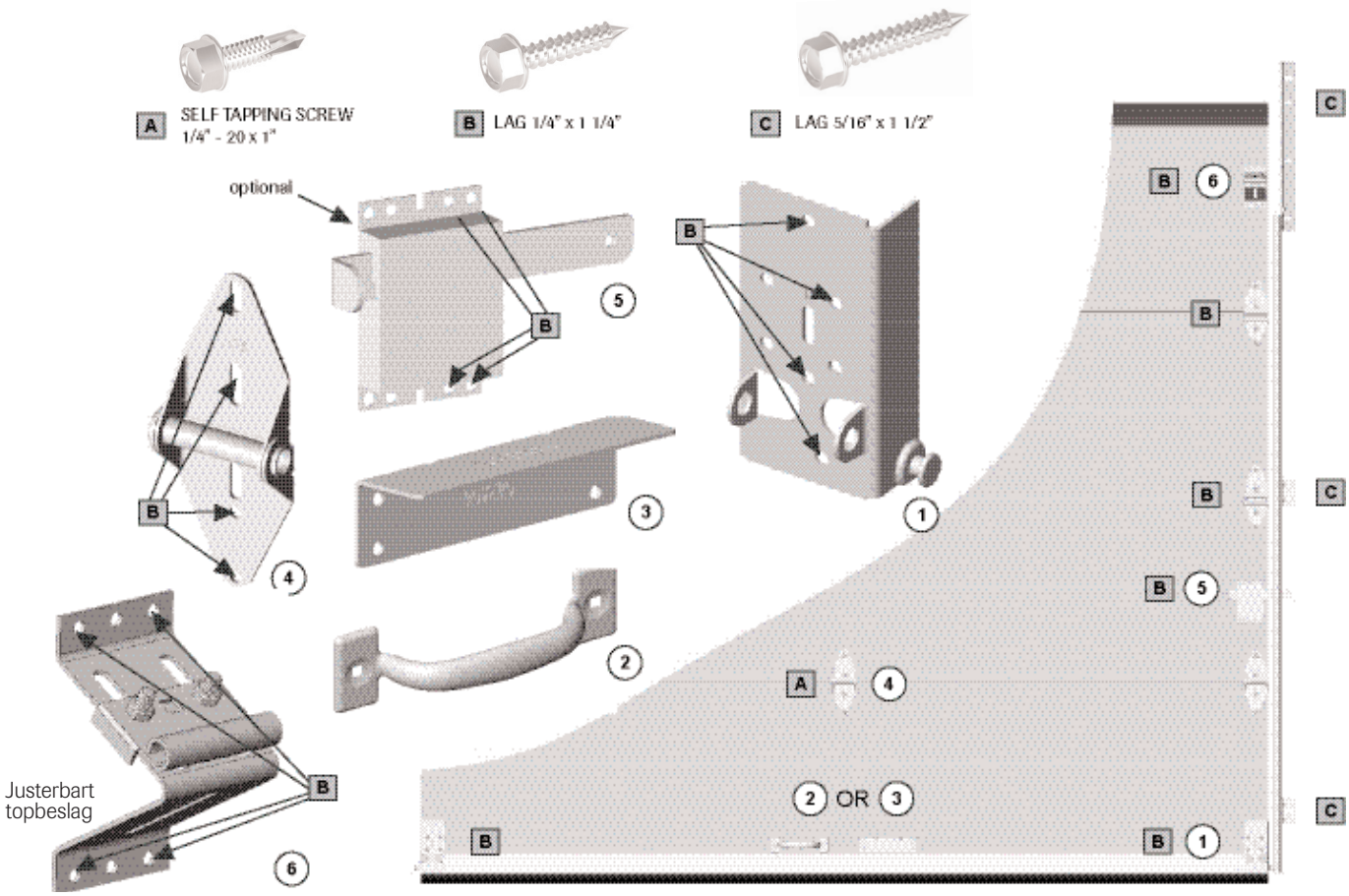
figure 6

Ta bort emballaget från sektionerna och placera dom på två bockar med utsidan nedåt i följande ordning: (Var noga med att lägga polyetylen fomen som skydd mellan sektionerna så du inte skadar eller repar dom) #1= Bottom/Botten, #2= Barlock, #3= Interm/Mellan., #4= Top/Övre. Kontrollera etiketten på kortsidan av varje sektion för identifiering. Se till att sektionerna ligger stadigt.

Skruva fast bottenbeslaget så långt ner som möjligt utan att det påverkar gummilistens funktion. Använd de förmarkerade fördjupningarna i plåten för att centrera och positionera beslagen. Var noga med att montera rätt beslag och använd avsedd skruv. se fig. för att utröna vilka skruvar och var du skall sätta dom.



VILKA SKRUVAR OCH VAR



STEG 3: MONTERING AV SEKTIONERNA

Se till att du inte inte använder utrymmet mellan sektionerna för att öppna och stänga porten.

Center the bottom panel in the opening by pressing it firmly against the ground and by making sure that the top of the panel is level. If needed, place a wooden wedge to keep the panel level. Centering the panel enables you to locate the exact place where you should screw the vertical tracks into the interior jamb.

It's most important that the top ends of the vertical tracks be level. In order to achieve this, you might have to lift one of the vertical tracks or cut the other. You must execute this step at this point, before screwing in the tracks.

Screw a track into the jamb (always start from the highest side), at 1/2" (13 mm) from the floor, by leaving 1/4" (6 mm) between the track and the end of the panel.

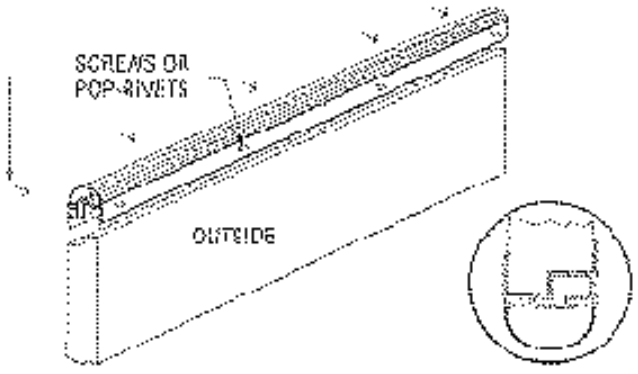
Put the rollers into the hinge and into the corner bracket of the bottom panel (Figure 11). If the hinge has two holes, always use the one farthest from the door. Lift the panel, ease the rollers into the track, and place the panel parallel to the opening, on the ground, at the exact location it will be at the end of the installation (Figure 12). Make sure everything is square with the tracks.

Put the roller into the hinge located in the top corner of the second panel. Lift the panel, ease the roller into the track. Then lay the second panel on the first one and screw the hinges in.

Repeat the same steps for the remaining panels.

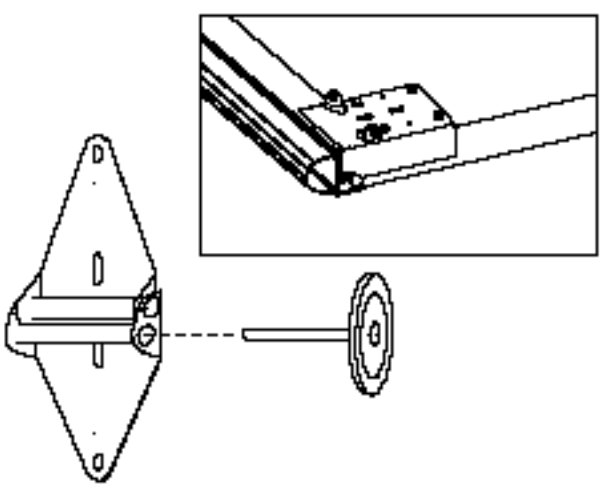
Put the rollers into the opposite corner bracket of the bottom panel as well as into the hinges of the panels. Ease the second vertical track over these rollers and screw the track into the jamb by leaving the same 1/4" (6 mm) between the track and the door as on the first side.

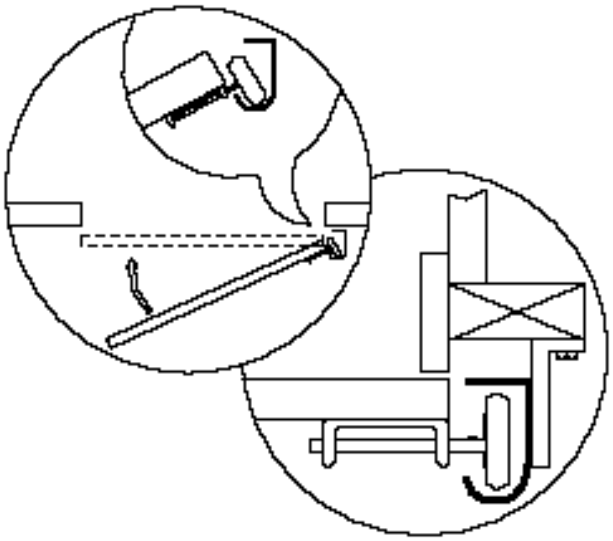
Note: Garaga doors of 12' 4" width or more (3759 mm) have an internal structure that allows the installation of double hinges on each end of panel section. Long stem rollers are optional hardware.



Standard 138

Stand the panel on its side and push the moulding on the panel. To fix the moulding to the panel, drill moulding and panel with a drill bit the size of your rivets, or screw directly with weatherstripping screws #8 x 1" (not supplied). Place first one at 6" from the end and spread evenly at approximately every 24" on the exterior, and 16" on the inside.





Once the door is installed, you simply add the second set of hinges by sliding them into the long rods of the hinges which have already been installed and by screwing them in next to those already in place. The use of these additional hinges is simply to reinforce and make for a smoother opening and closing of the door (see Figure 29 for the illustration).

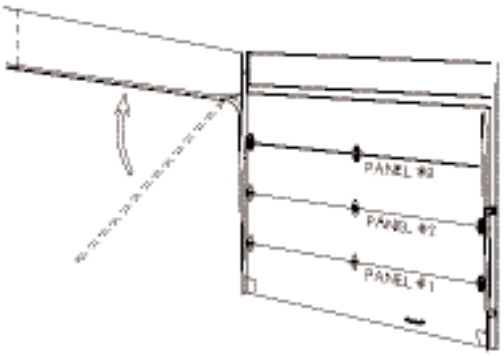
IMPORTANT – IMPORTANT – IMPORTANT

The vertical tracks must be parallel. In other words, the distance between the tracks must be the same at the top and at the bottom.

The top of the vertical tracks must be level as compared to each other. This can be checked by measuring the distance between the top of the door and the top of the track. If they are not level, cut the bottom of one of the tracks or lift the other.

STEP 4: THE INSTALLATION OF THE HORIZONTAL TRACKS

Install the horizontal tracks as shown. (Fig. 13)



Fasten (Figure 14) the steel angle of the horizontal track to the specially designed bracket of the vertical track with the 5/16" X 3/4" (8 mm X 19 mm) bolts.

Then, fasten (Figure 14) the curved part of the horizontal track to the vertical track using the track bolts (Figure 15).

Temporarily tie the horizontal track to the ceiling by using a steel wire.

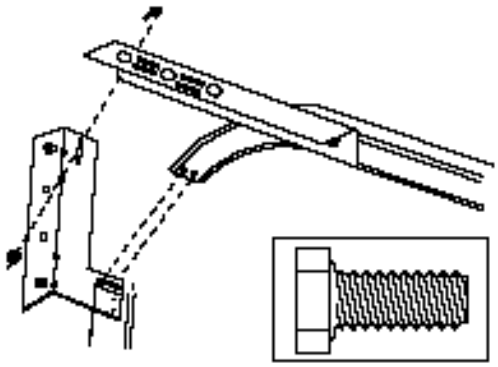


figure 14

Put the rollers into the upper brackets (Figure 16); ease the rollers into the track and slide down the bracket. Fasten these brackets in order to have the axle of the rollers at about 6" (150 mm) from the top of the section, and leaving the same space between the door and the track as for the hinges.

Install the rear hangers (Figure 18). Align the horizontal tracks with the door header and keep exactly the same distance between the tracks. This particular point can be checked by measuring the diagonals, as shown in Figure 17. There must be

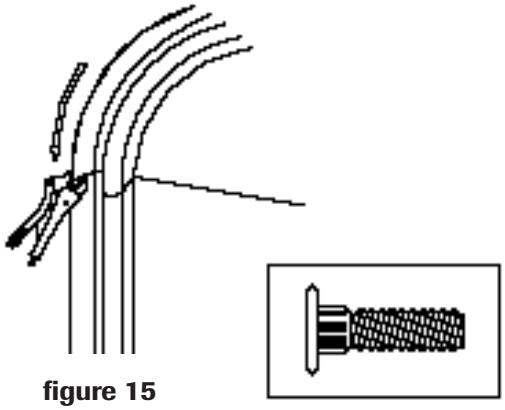
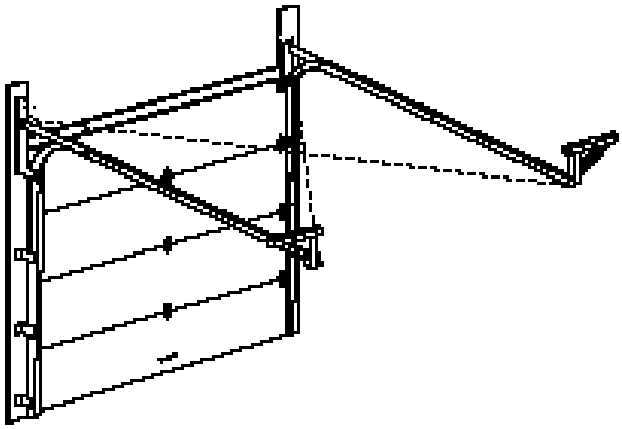


figure 15



Horizontal track installations must done as figure 18, to prevent sideway movement of the tracks.

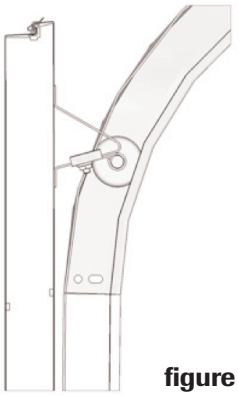


figure 16

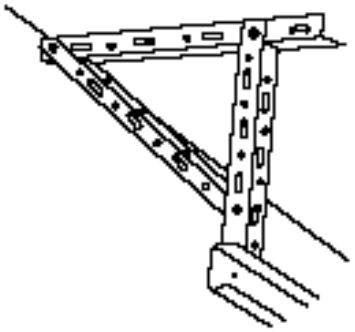


figure 18

IF YOU ARE USING HARDWARE FOR EXTENSION SPRINGS, GO TO PAGE 16.

STEP 5: THE INSTALLATION OF THE TORSION SPRING AND THE CABLES

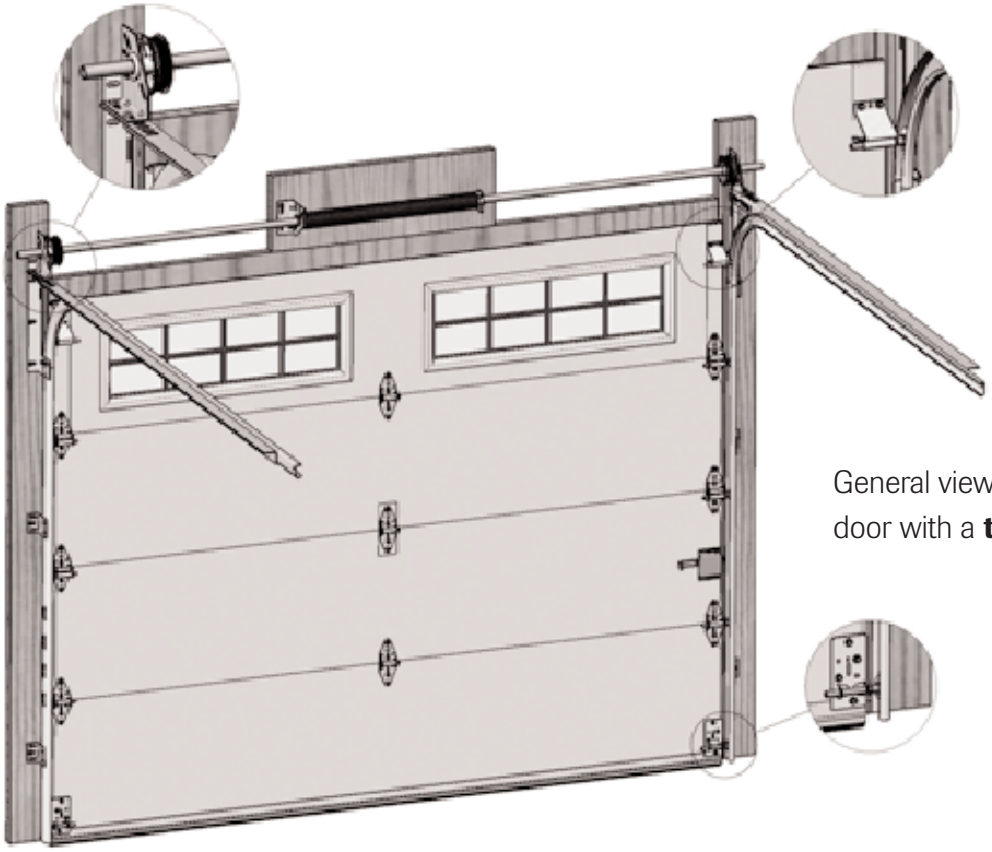
Keep the door closed.

Assemble the cable drums, end bearing plates, and the shaft or the tube that has already been mounted with its spring as shown (Figure 2).

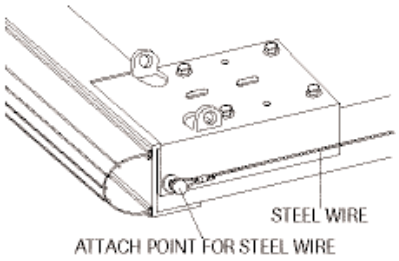
NOTICE THE CENTER TORSION SPRING ANCHOR PLATE: THE CUT CORNER MUST BE THE LOWER CORNER.

The drums are marked LH and RH; LH goes on the left side and RH goes on the right side, as seen from the inside of the garage. They could also be identified by red or black paint; in this case, the black goes on the right and the red goes on the left.

Raise the torsion spring assembly above the tracks. Bolt the end bearing plates to the horizontal tracks with 5/16" X 3/4" bolts. Firmly fasten the center anchor plate to the header; this is the base



General view of an overhead garage door with a **torsion** spring



Failure to properly insert the looped ends of the cables can result in severe injury when spring tension is applied.

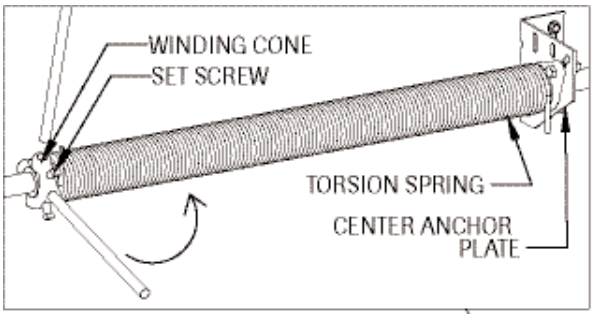
Fasten the loop of the steel cable to its fastening point on the bottom panel corner bracket (Figure 20) and make it run between the door and the track up to the cable drum. Hook the end of the cable with a stop sleeve to the special notch on the drum. In order to have an identical tension on both cables, lock the shaft with a pair of locking pliers braced against the header (Figure 22), turn the drums manually until there is tension in the cables, lock them with the specially designed pressure screws on the drum. Repeat this step for the other cable.

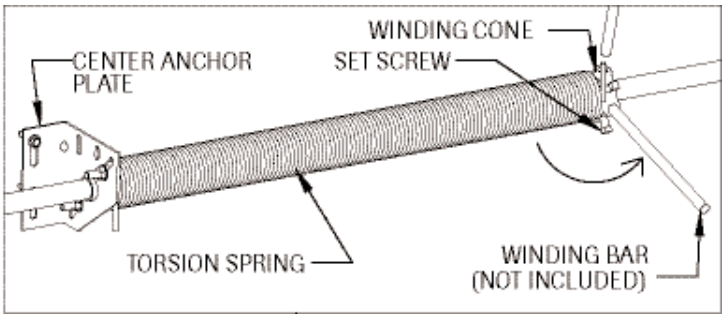
WARNING! THE NEXT STEP (WINDING THE TORSION SPRING) CALLS FOR EXTREME CAUTION: CARELESSNESS COULD LEAD TO SERIOUS INJURIES.

While leaving the lock-grip pliers tightened to the shaft and braced to the header, lock the door in closed position using the side lock or other lock-grip pliers fixed to a vertical track just above a roller. Loosen the set screws on the winding cone of the spring, and then using the winding bar (NOT INCLUDED) to wind the spring by turning the winding cone TOWARD THE CEILING (see drawings below) the number of turns as stated on the label affixed on the spring. Tighten the set screws of the winding cone (Add half a turn after feeling a pressure on the tube or shaft). The winding bars must have the same diameter (1/2" - 13 mm) as the holes on the winding cone and must be pushed in as far as possible into these holes NEVER USE SCREWDRIVERS FOR THIS STEP.

Once this operation is completed, remove the locking pliers from the shaft, get down the stepladder, then only unlock the door, open and close the door slowly manually. Proceed to any spring adjustment by following the same procedure and same precautions.

To keep track of the number of turns of the spring easier, it is useful to make a line with a pencil on the winding cone.





If there are two springs, proceed the same way for the second, with the same number of turns.

NEVER REMOVE A WINDING BAR OF ITS HOLE UNTIL THE OTHER WINDING BAR IS IN PLACE AND THAT YOU ARE HOLDING IT FIRMLY. YOU MUST BE VERY CAREFUL AT THIS POINT.

After having tightened everything carefully, remove the winding bars and the locking pliers.

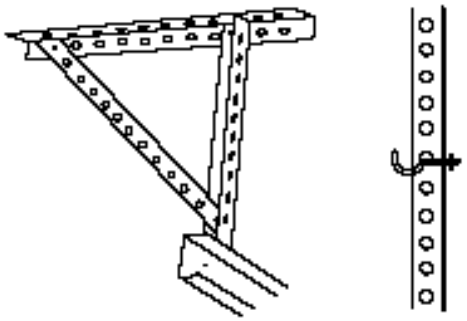
You can now check if the door is well-balanced; ideally, it should stabilize where you stop pushing it up or pulling it down. The "net" weight of a door, regardless of its size, should never exceed 10 pounds.

A slight tendency to go up or down does not matter. However, if the door opens by itself as soon as you let it go or if it closes too fast and hits the floor hard, you will have to adjust the spring accordingly.

Before proceeding the adjustment, close the door, lock it, lock the spring shaft with a pair of locking pliers, insert a winding bar into a hole of the winding cone, hold it tightly, and only then can you loosen the pressure screw of the winding cone. Make the winding bar go downward if the door goes up alone; or push the winding bar upward if the door goes down by itself.

Add or take off 1/2 a turn at a time, one spring at a time if there are two, and check. Most of all, do not

STEP 5.1: THE INSTALLATION OF THE EXTENSION SPRINGS AND THE CABLES



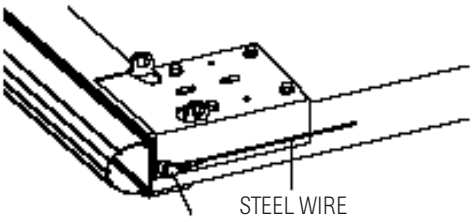
Open the door completely and block it in this position with clamps or locking pliers.

Fasten the eye bolt to the back support of the horizontal track (Figure 23) as high as possible without exceeding 18" high. Hook one of the ends of the spring to this eye. Fasten the "U"-shaped hook to the other end and place the pulley in the "U". Use the bolt as the axle for the pulley (Figure 24).

Fasten the other pulley to the steel angle of the horizontal track with the 3/8" X 1 1/2" bolt.

Once the steel cable is fastened to the bottom panel corner bracket (see Figure 25), run the other end over the pulley at the top of the vertical track, then through the pulley which is attached to the spring, and then tie it to the three-hole holding plate which is fastened to the slotted steel angle of the horizontal track with an "S" hook. Pull the steel cable in the holding plate until it is under tension. Execute the same steps for the other cable. See page 17 for an illustration of the completed installation.

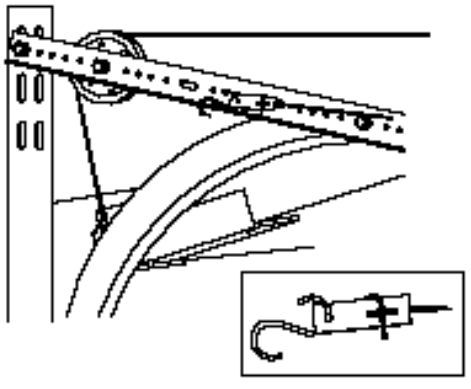
figure 24



ATTACH POINT FOR STEEL WIRE

figure 25

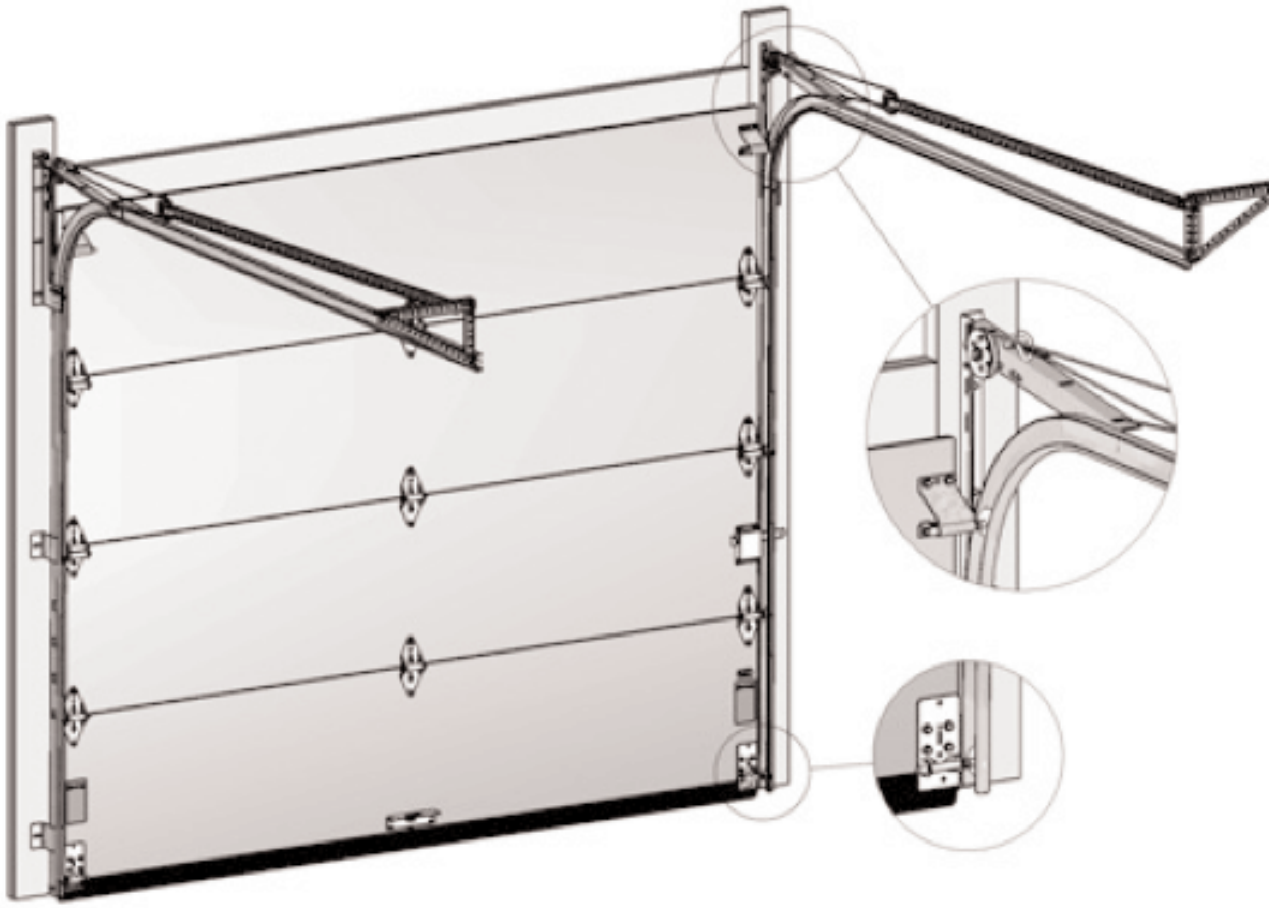
Once the door is well-balanced, install the safety cables (offered as an option with the hardwar by running them through the middle of the springs and by fastening them carefully to the ends as shown in page 17.



Now close the door and check if it is properly balanced; ideally, it should stabilize when you stop pushing it up or pulling installation.

A slight tendency to go up or down does not matter. However, if the door opens by itself as soon as you let it go or if it closes too fast and hits the floor hard, you will have do adjust the springs accordingly.

Open the door and block it in this position with clamps or locking pliers. Adjust the tension by moving the "S" hook



General view of an overhead garage door with a **extension** springs

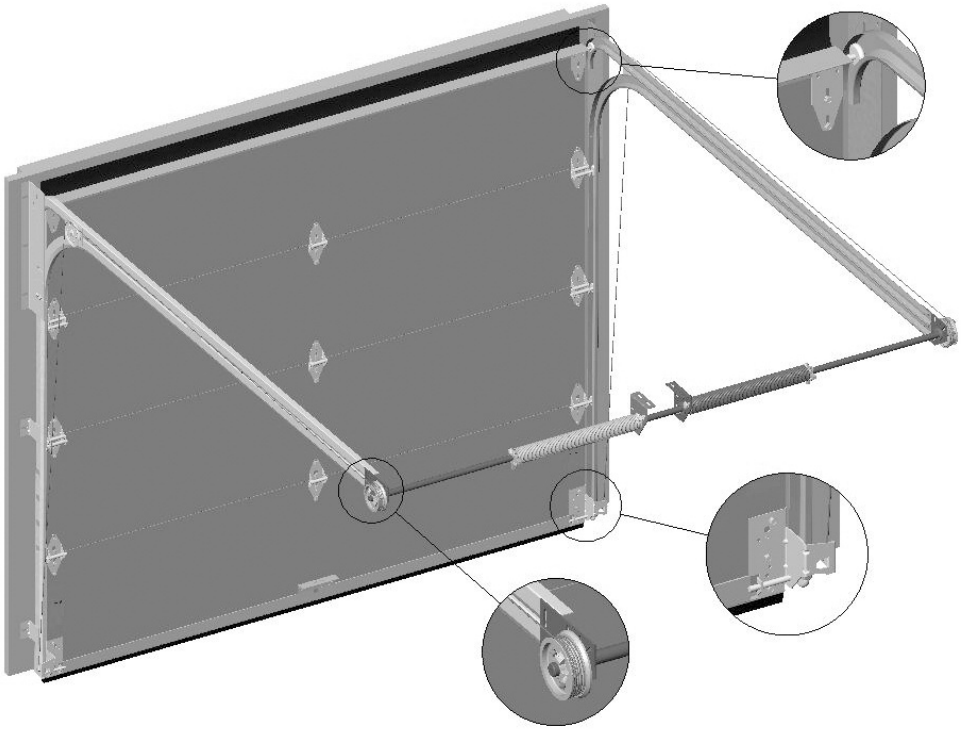
LOW HEADROOM MOVEMENT

The low headroom hardware allows to install a sectionnal overhead garage door whererever the free space between the header and the ceiling or the trusses is less than 10".

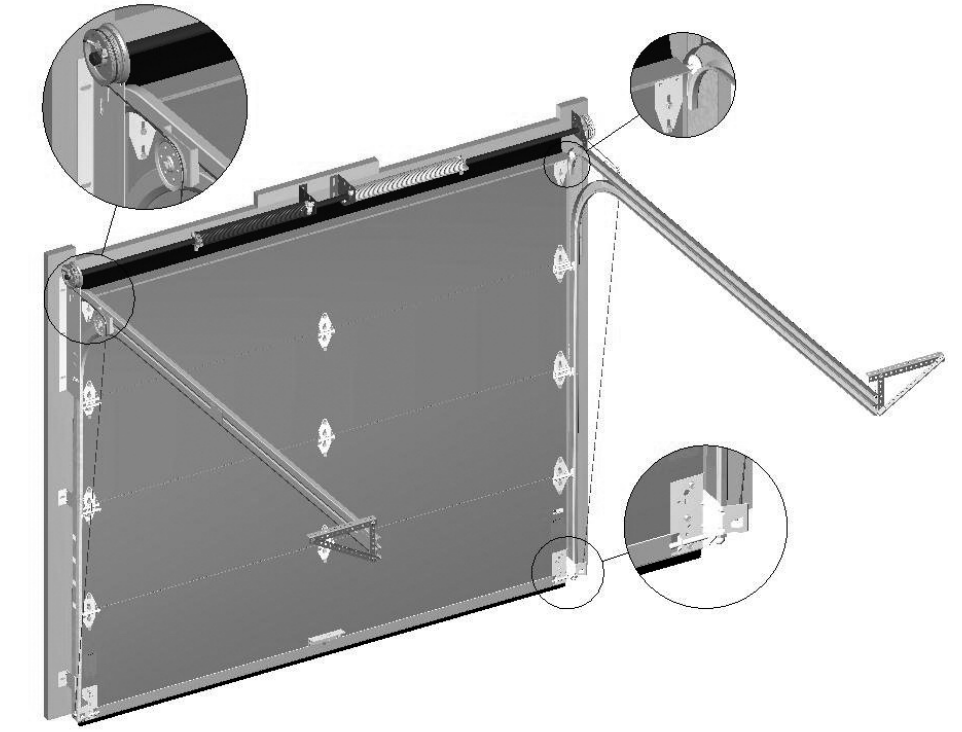
Double horizontal tracks are used to make the top door section turn quicker and decreases the required space: a 4" free headroom allows the installation of the door (6" is needed if an electric operator is used).

The L.H.R. hardware is available in both torsion or extension spring systems.

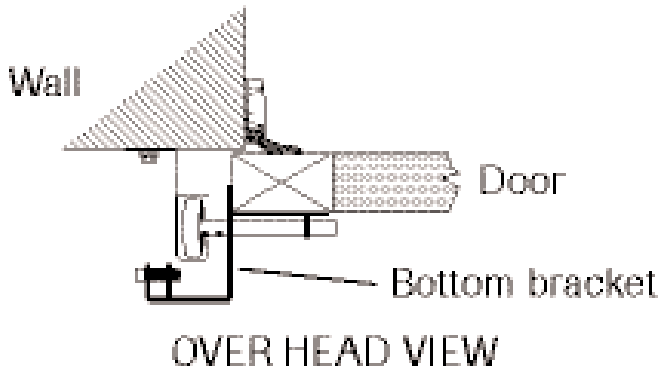
The technical installation is similar to the one used with for standard hardware. The only difference is in the hardware components: horizontal tracks, the bottom brackets, as well as the brackets for the top rollers. (See following illustrations on pages 18-19)



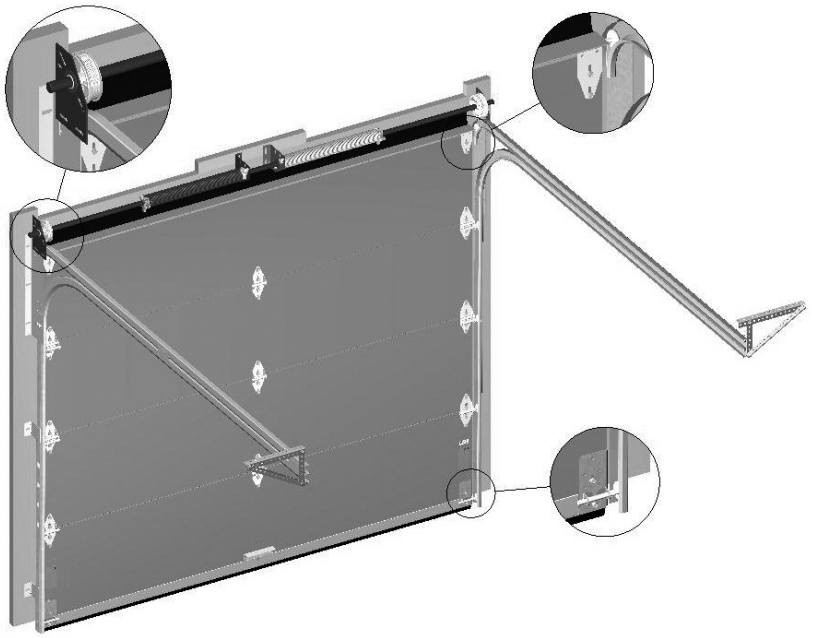
Low Headroom rear mounted torsion springs system



Low Headroom front mounted torsion springs system

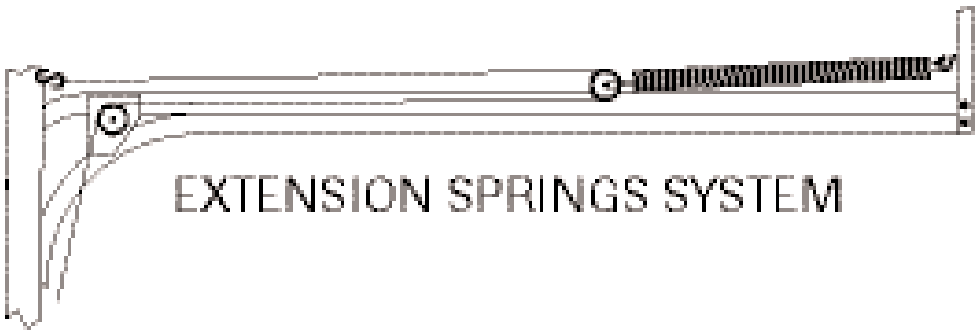


OVER HEAD VIEW



Low Headroom front mounted torsion springs system
with normal bottom brackets

Always installed with an electric troley operator



EXTENSION SPRINGS SYSTEM

INSTALLATION OF HORIZONTAL REINFORCEMENTS FOR DOORS OF 12’ - 4” (3759 mm) and more

Garaga pre-installs at their plant, (for door models: Top Tech, H-Tech Plus, H-Tech and North Hatley) 10 feet wide and more an aluminum extrusion, with an horizontal protection or not according to model, as a top weatherstripping retainer and longitudinal reinforcement strut (see figure 32). The following Garaga hardware is included as standard equipement, on doors 12’ 4” or more: 3 reinforcement struts (4 struts for 5 panel doors), which are used for the same purpose of longitudinal reinforcement.

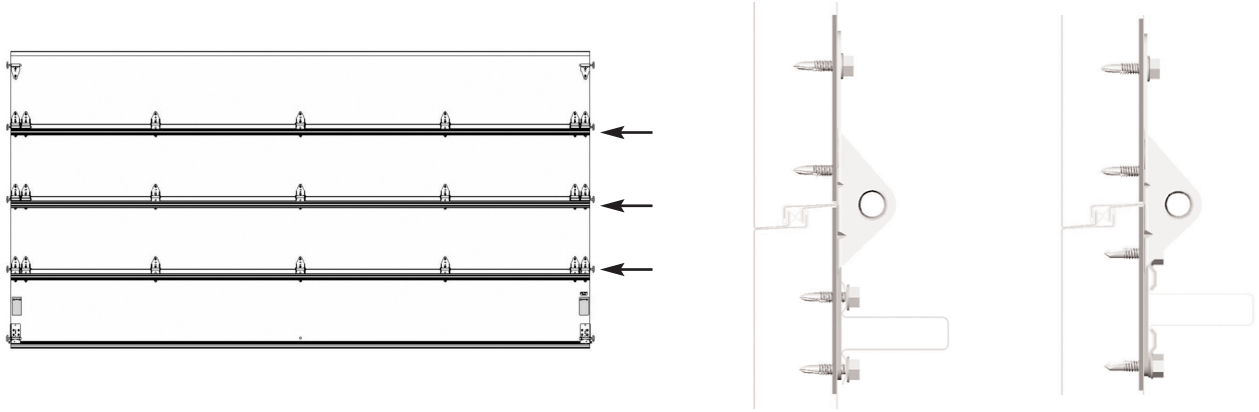
Standard+ and Standard 138

There is no top weatherstripping on Standard+ and Standard 138 model. They are available, non installed, as an option on Standard+ doors.

Figure 29 shows how they are installed. More explicitly, they are fastened to the top of the panels at the same time as the hinges. Another, more efficient way of installing them consists of drilling the struts at the

Struts position on the panels

Doors **with an aluminum extrusion** on the top panel



Doors **with no aluminum extrusion** on the top panel

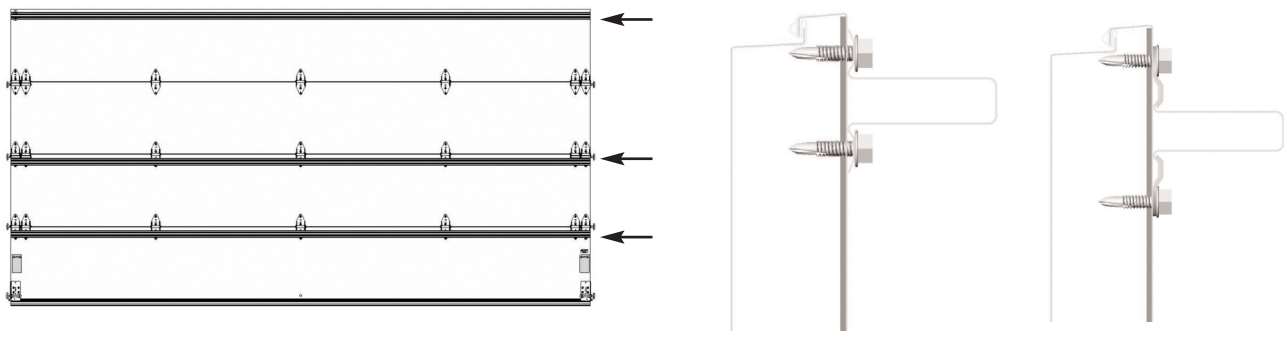
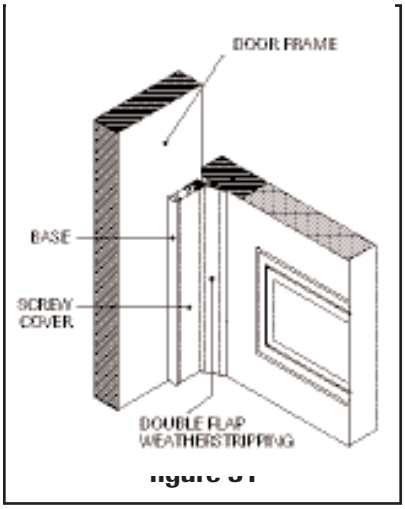
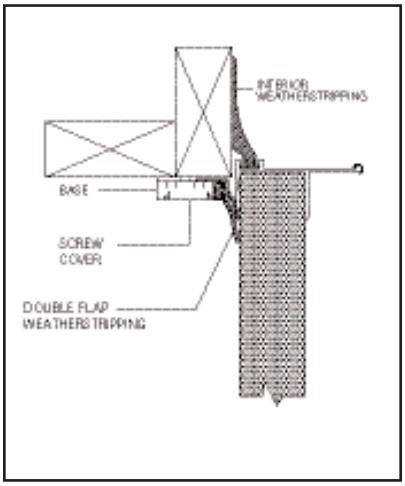


figure 29

WEATHERSTRIPPING INSTALLATION

GARAGA INC. offers heavy-duty weatherstripping that feature a screw cover and a high quality double flap rubber strip which resists to low temperatures of -4F° (-30°C) and keeps its flexibility.





INSTALLATION (note: screws are not included)

- close the garage door;
- measure and cut the base and the top panel weatherstripping to the desired length;
- make sure that the end of the top panel weatherstripping is even with the end of the base;
- start at the top of the door, and not at the sides;
- place the base of the weatherstripping flat against the door frame, slide it upward to press well against the horizontal frame; then move it towards the door until both edges of the top weatherstripping come against the door while keeping the base of the weatherstripping at around 1/2" from the door;
- screw in and tighten a screw in the first hole of the base of the weatherstripping while being careful to place the top panel weatherstripping under the base of the weatherstripping;
- make sure the weatherstripping is parallel to the door and then put in the other screws;
- fix screws in the holes of the weatherstripping retainer.
- do not tighten the screws completely, to allow the retainer to slide and adjust a little: this is the reason why there are long slots in the base. Crushing the base too hard will put too much pressure on the wall of the retainer, which could bring the screw-cover to pop out the retainer.
- put the screws at the center of the slots, to allow movement of the retainer.
- very important: leave a space of at least 1/8 inch (3 mm) at the top joint, and fill it with caulking, using the same colour as the weatherstripping. This filling will absorb the expansion or will stretch to fill the space if it contracts.
- put on the screw cover by inserting one side of the screw cover in the base and by pushing the other side firmly;
- proceed in the same way for the sides.

If you have chosen the weatherstripping with an aluminum base instead of a PVC base, you will have to pierce holes of 1/8" at every 12" for the screws.

To make sliding the weatherstripping on the door easier, you can lubricate them with a SILICONE-based product. **NEVER USE A PETROLEUM-BASED LUBRICANT ON WEATHERSTRIPPING.**

THE INSTALLATION

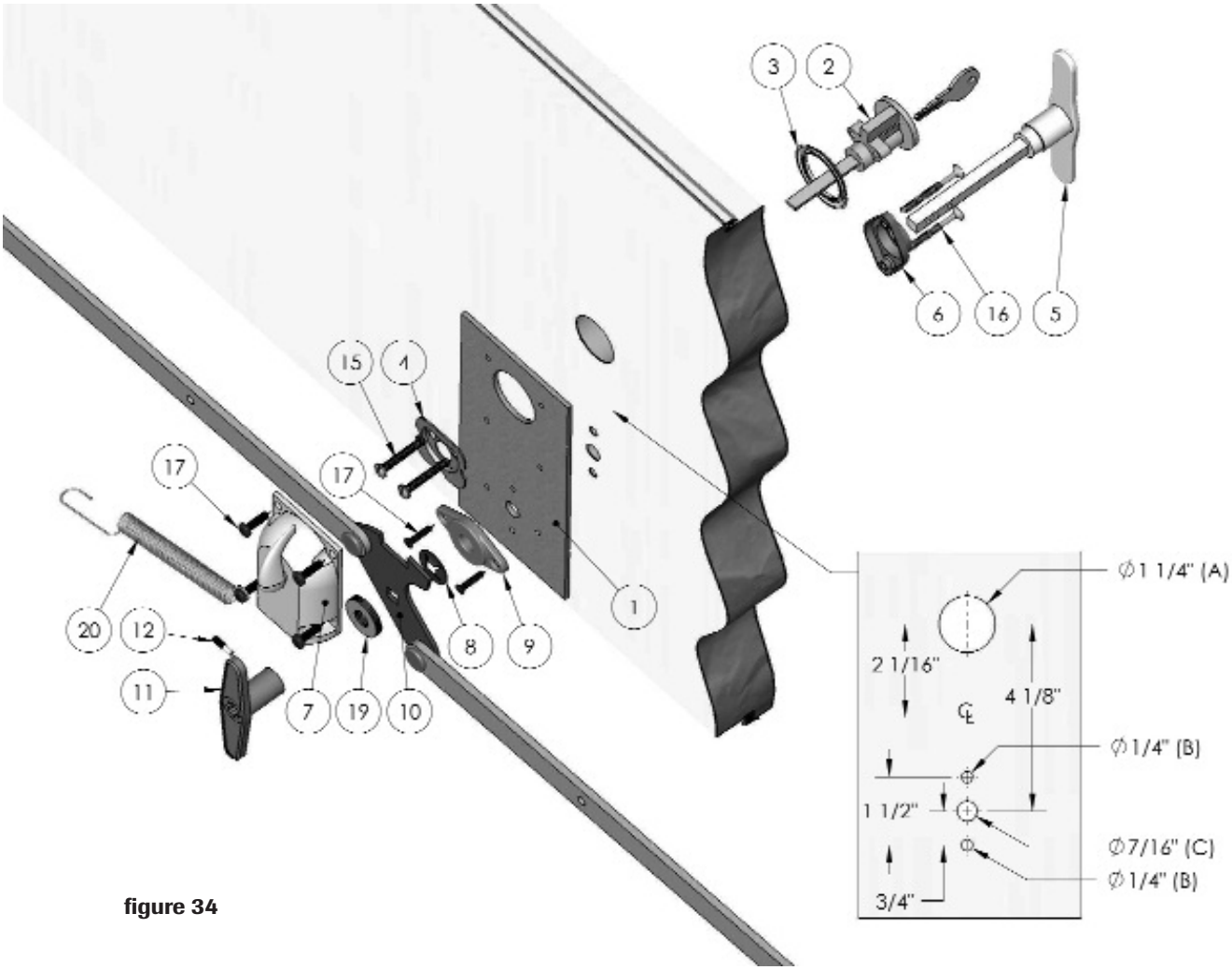


figure 34

1. On the outside of the bar lock panel, draw a cross in the center of the panel using a pencil;

2. Using figure 34 as a reference, mark the location of the four holes on the panel for A (barrel), B (screws) and C (handle);

3. Use a punch on the location marks from step 2, and then drill the four holes as straight as possible with the size bit indicated on the drawing.

4. Slide the exterior barrel (2) and trim ring (3) into hole (A). (The teeth of the key must be facing up and the key hole must be at the bottom of the barrel);

5. Position the steel plate (1) on the inside of the panel;

6. From the inside of the panel, insert plate (4) in hole (A) by positioning the round part downwards;

7. Insert 10 x 1 1/2" screws (15) in plate (4), align the screws in the holes of the outside barrel (2) and tighten the screws (make sure the plate is well aligned);
a. The 1 1/2" screws can be cut to compensate for the thickness of the door.

8. Insert the inside lock (7) in the shaft of the outside barrel (2) and fasten it to the steel plate (1) with four 3/8" screws (17) using a square head screw driver; Be sure to insert the bottom left screw in the

round end of the return spring (20) before installing;

9. From the inside of the panel secure the plate (9) over hole (C) with two 3/8" screws (17);

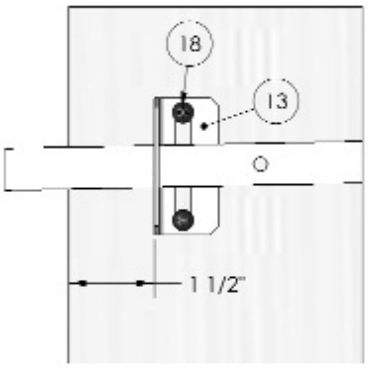
10. Insert outside handle (5) in trim plate (6) and insert through hole (C);

11. Insert both 2 1/4" screws (16) through holes (B), align them in the steel plate holes and tighten;

12. Cut the excess length of the 2 1/4" screws flush with the steel plate;

13. From the inside of the panel install the black locking washer (8), the revolving plate (10) and flat washers (19) to prevent the outside handle (5) from moving; Slide the inside handle (11) over the handle shaft.

14. Align the hole of the inside handle (11) with one of the holes of the shaft and insert a locking pin (12). (Adjust the thickness with flat washers);



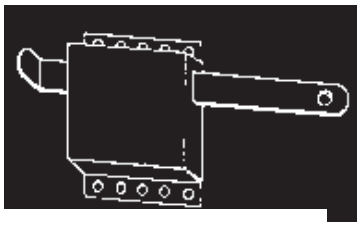


figure 33

INSTALLATION OF THE SIDE LOCK (Figure 33) (Optional)

With a screw driver, remove the metal piece that covers the lock access hole in the vertical track.

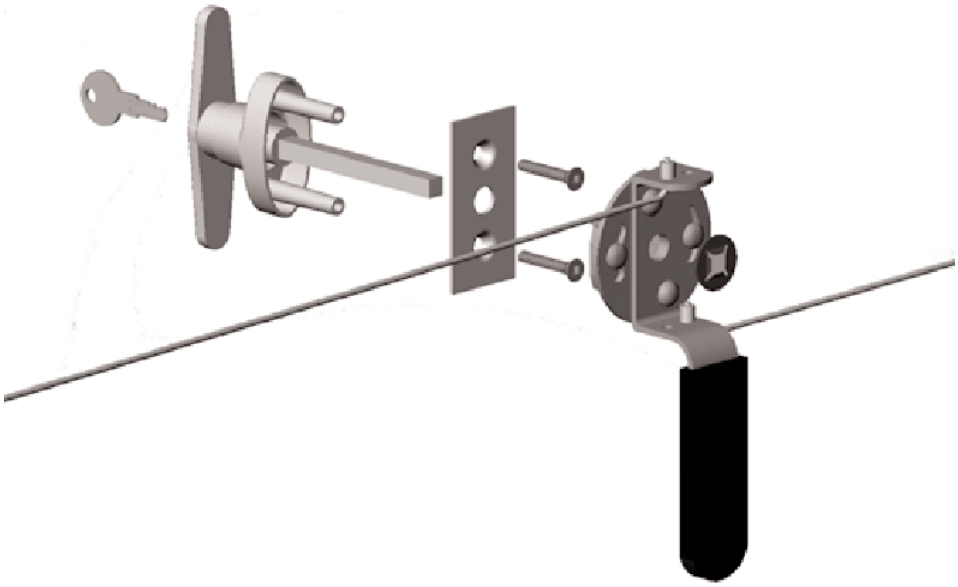
Place the case of the lock so that the lock moves freely in the hole designed for this purpose in the vertical track.

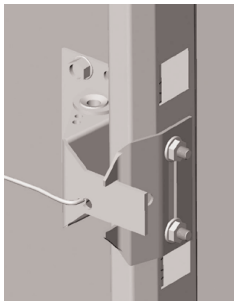
Fasten the case to the wood block at the end of the door with the lag screws (wood).

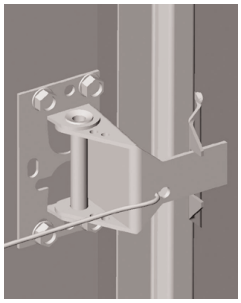
Repeat these steps for the other end of the door.

NOTE: IF YOU ARE INSTALLING AN ELECTRIC GARAGE DOOR OPENER, YOU DO NOT NEED A SIDE LOCK. IT COULD BE DANGEROUS TO USE SUCH A LOCK SYSTEM.

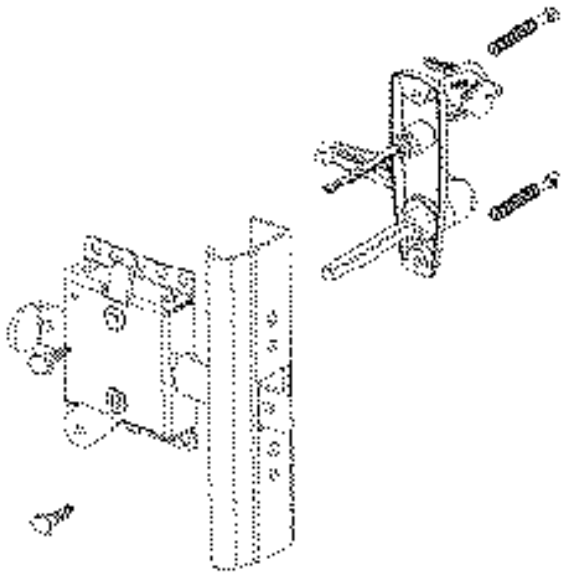
CABLE LOCK







END STILE LOCK



TROUBLESHOOTING

1- The door becomes very heavy and only goes up halfway.
The torsion spring(s) has been installed backwards; see step 5.

2- The door opens very fast and is hard to bring back down.
The spring has been wound too much, it is too tight. Adjust the tension. See step 5 or 5.1, according to the type of spring.

3- The door closes fast and is hard to lift.
The spring has not been wound enough, it is too loose. Adjust the tension. See step 5 or 5.1, according to the type of spring.

4- The door works well but it goes back up 2 to 3 inches.
The spring is a little too tight. Adjust the tension. See step 5 or 5.1, according to the type of spring.

5- The door does not close completely flush with the ground.
The floor is possibly uneven so you will have to make a level threshold.

6- The door is hard to open at first.
The weatherstripping is too tight. Loosen it and place it a little farther from the door (the base of the weatherstripping should be at about 1/2" from the door).

7- The door is hard to open at the end.
The horizontal tracks are not perpendicular with the axis of the door. Use a tape measure to check this out. See Figure 17.

8- The top panel does not close completely.

ELECTRIC OPERATOR INSTALLATION

Please consult the installation manual supplied by the operator manufacturer.

Note that the screws attaching the pulling rod to the door are not supplied. You will need 2 self tapping screws. See with your Garaga dealer. Check page 5 for location of the reinforcement plate for operator.

If you install an automatic garage door opener you must remove the pull rope to avoid risk of strangulation or personnal injury.

Standard 138

In order to install an electric operator, you must first fix a steel angle between the two reinforcement plates of the top section (see page 4 for location) with self tapping metal screws. Once the steel angle installed, you can attach the pull-bar of the operator to the steel angle. You can use steel perforated angle, but we recommend the use of the operator bracket (see to

CONDENSATION... A FACT

Here are a few facts:

The accumulation of condensation will occur when water comes into contact with a colder surface than the surrounding temperature. The water may take the form of actual drops of water or frost.

It is important to first realize that a garage door cannot be as watertight as an entry door, and that it is faced with different situations:

- A garage door must be disengaged on all 4 sides in order to open.
- A garage door is made up of 4 panels, thus 5 areas as well as the sides of the door will allow air to enter.
- The size of a garage door (108"-192" wide) does not compare to that of entry door (34"). The surface area can easily be 4 to 5 times that of an entry door, and therefore offers a larger surface to cooling.
- A garage holds more humidity than the entry-way of a house: snow and ice stuck to a car, fire wood being stored, poor or no ventilation, etc.

Traces of condensation may appear in different locations, on the warm side of the door:

- where panels intersect;
- at the end of each panel, behind the weatherstripping;
- on the aluminium U-bar, on the bottom panel.

The Garaga solution:

The source of condensation (cold-hot contact) cannot be eliminated completely, however GARAGA has designed their doors to minimize the effects:

1) A high-efficiency joint between the panel, coupled with a thermal-break (the interior and exterior skins do not touch).
2) Rubber weatherstripping on the bottom section that is flexible enough to adapt to the unevenness of the floor. The aluminium U-bar to which the weatherstripping is attached is a heat-conductor, that can cause condensation if the air in the garage is filled with humidity.
3) A large piece of weatherstripping is attached on the top of the door to compensate for any deficiencies in the exterior weatherstripping. (H-Tech)
4) Exterior double weatherstripping, higher efficiency than regular weatherstripping, is recommended to stop the air infiltration.

OUTSIDE TEMPERATURE (°C)	HUMIDY FACTOR MAXIMUM TOLERANCE (%)
-29	20
-23	25
-18	30
-12	35
- 7	40

Excess humidity in your garage can be eliminated by leaving the door open for a few minutes; cold air will quickly fill the garage, thus lowering humidity.

Garaga garage doors are products of very high quality. Please do not

MAINTAINING YOUR GARAGE DOOR

The door – To wash the door, use a gentle soap (as you would use for your car) with the brush you use for your car. Thoroughly rinse the surface with a garden hose. Avoid abrasive cleaners (ex.: Spic'n' Span), or strong liquid soaps. The use of car wax (ex.: Nu Finish) once a year will revitalize your door, which will spend the year being confronted with ultra-violet rays and acid rain.

Weatherstripping – The weatherstripping is made of quality P.V.C. rubber and therefore should be cleaned with an all-purpose vinyl cleanser, as you would use on your patio furniture. Lubricate the weatherstripping every 2 months (more frequently for high usage doors) with a silicon-based oil (ex.: Jig-A-Loo). Do not use petroleum-based oils (ex.: WD-40, Vaseline) as this will cause loss of elasticity. Petroleum attacks the rubber and decreases its flexibility.

Track, hinges, rollers – Lubricate the rollers and hinges with a small amount of motor oil (ex.: 10W30). Do not apply excessive WD-40 as it acts as a degreaser as well as a lubricant. For the track, use a small amount of grease (as you would use for your car), removing the old grease with a rag. Apply this grease primarily in the curve of the track. Using grease will result in the quieter operation of your door (as both the rollers and track are steel).

Automatic garage door opener – Lightly lubricate, with motor oil, the track that holds the chain or cable. Carefully read the instructions provided by the manufacturer, as special lubricants may be recommended.

Warning – Every 3 months disconnect the opener (pull the cord) and open the door by hand several times. If you have difficulty opening the door, your opener will have the same difficulty, and you should therefore contact a professional installer (see yellow pages "Doors-overhead type").

This difficulty could be caused by a number factors including: warped track, a disengaged cable, or a problem with the spring.

so possible to adjust the door yourself if the door does not close properly. Consult the operation provided by the manufacturer of the opener, as many openers have simple adjustment buttons.

For your security – The spring assembly, the hardware attached to it and the cables are under extreme tension. Never attempt to loosen them unless all tension is first remouved from springs. Always call your Garaga dealer.

A final word – Consider your garage door as an important part of your home. Proper maintenance will result in problem-free operation. If you are not interested in personally performing the required maintenance, have it completed by your Garaga installer annually. The bottom brackets are attached to the springs, which are under extreme tension. Never attempt to loosen them unless all tension is first remouved from springs. Always call your Garaga dealer.

HOW TO PAINT A GARAGA DOOR

If you decide to paint your Garaga door yourself, the following instructions outline how to do it. It is important to note that oil-based paint (alkaloid) with a mat or semi-gloss finish does not exist in the market (unless an industrial paint is used).

Therefore, it is recommended that latex paint be used to avoid highlighting imperfections in the metal. Use a brush to contour the raised panel, and a roller to provide a nice finish.

We recommend Sico, National / Laurentide or Benjamin Moore paint companies, but any good paint company can be used, if the steps remain the same. Some dealers are equipped with an electronic machine to find the exact colouration. A door sample will be necessary.

	Wood surfaces	Metal surfaces
Sico	Series 81 (exterior matte latex)	Series 817 (exterior semi-gloss alkyde)
Benjamin Moore	Series N096	Series N096
National/Laurentide	2311-xx	545-OXY

Here are general steps to follow to paint a Garaga door:

1) Wash the surface of each panel with phosphate trisodium (Polypred 771-137) to remove grease and any residue. Rinse completely with clear water and let it dry.
2) Sand the surface of each panel with sand-paper (grade #220) in order to create a adherence profile. Avoid using steel wool. Clean the panel with a tack cloth or a vacuum.
3) A primer coat is necessary only if the enamel is taken off, if the steel is visible or if there is some rust. In these particular cases, apply a phosphate coat of zinc primer (Corrostop Light Beige) or Sico 635-260, oxide red Sico 635-785 or National-Laurentide Duro-sol primer 545-062 (8545-91) or Benjamin Moore primer serie 163.
4) Let the primer coat dry a minimum of 16 hours before painting

If you would like to paint your front door and / or windows the same shade as your Garaga door, this can be done when you refer to our Sico, Benjamin Moore and National / Laurentide color codes on our Web site home page, in the residential FAQ section, question #4.

Eastman Estate: How to repaint a GARAGA door

1) For the steel surface of the door

a. Please read the above text

2) For PVC surfaces (overlays)

a. Before painting, PVC surfaces must be prepared and cleaned of dirt, oil, chalk and /or mildew with a diluted solution of trisodium phosphate. Consult product manufacturer instructions.

b. Rinse completely with clear water and allow to dry.

c. Use only high-quality latex (water) or alkaloid (oil) exterior paint (flat, satin or semi gloss).

WARNING: dark colors absorb radiant heat from the sun creating extremely high surface temperatures. DO NOT PAINT the raised overlay (vinyl) on the door using paint with a light reflective value of less than 56. For dark colors, a high quality heat reflective paint must be used.

We are providing the following Sico, Benjamin Moore and National-Laurentide color codes to help you to match the color on your Garaga garage door as closely as possible. The final color can vary depending on the sheen of the paint (flat, satin, semi gloss and gloss), and the surface being painted (wood, steel, aluminum, fiberglass, etc.), as well as the application method (spray, brush, etc.). Therefore you should not expect a perfect color match to your Garaga garage door. You or your painter may have to experiment with the sheen and application to obtain a color match that is satisfactory.

IMPORTANT NOTICE: All color codes have been provided by the technical service departments of the above mentioned paint

GARAGA INC. – Limited Lifetime Warranty Residential Door Only

Garaga Inc, the Manufacturer, offers a Lifetime warranty on its insulated garage door models H-Tech Plus, H-Tech, Top-Tech, North Hatley, Eastman Estate, Standard + and Standard 138 for as long as you own the door, from the time of installation, against rust through due to cracking, checking or peeling of the paint finish occurring in normal atmospheric conditions, against structural failure (rendering the door inoperable) of the door sections due to delaminating of foam insulation and against all cracking or rotting of the wood end blocks. Other conditions and exceptions herein apply.

For the Eastman Estate models, the Manufacturer warrants its white PVC overlays for ten (10) years from the time of installation against discoloration and five (5) years to delaminating of steel skin.

The Manufacturer warrants the Alterna IIand Alterna insulated garage doors for fifteen (15) years, from the time of installation, against rust through due to cracking, checking or peeling of the paint finish occurring in normal atmospheric conditions. Other conditions and exceptions herein apply.

The Manufacturer warrants its Garaga branded sealed glass windows for ten (10) years from the time of installation against the formation of condensation. Windows must be installed by Garaga or one of its authorized dealers. Broken glass is not covered by any warranty.

The Manufacturer warrants its Dura Plus hardware for a period of two (2) years from the time of installation against defects in workmanship or material, and one (1) year for Value Kit type.

The Manufacturer warrants that any part of the door not covered by the above limited warranty will be free from defects in workmanship and material for one (1) year from the time of installation.

This warranty extends only to the original purchaser of the door. It is not transferable. The warranty applies to residential property only and is not valid on commercial or rental property.

Pro-rated warranty on all materials: the warranty will be complete the first year, and pro-rated for the following years according to the years left on the warranty. The lifetime warranty on H-Tech Plus and H-Tech doors will be considered as thirty (30) years for pro-rating calculation purposes. The lifetime warranty on models Top-Tech, North Hatley, Eastman Estate, Standard+ and Standard 138 will be considered as twenty-five (25) years for pro-rating calculation purposes. The value of the warranty is calculated on the basic selling price given to the distributor at the time of the claim.

WARRANTY description

Upon the purchase of a Garaga product, the buyer accepts this warranty and agrees it is the only official warranty, there by excluding any other representation, warranty or condition, whether written or implied, offered by whomever, except if stated in writing by an authorized Garaga agent.

These warranties are subject to the following restrictions:

- The product has not been modified or repainted by or for the consumer.
- The product has been used for its intended purpose under normal conditions, for individual residential use (excluding multiple residences or condominium).
- The product has been properly installed and subject to an inspection by a Garaga agent.
- The installation of dark colour doors facing South-East, South or South-West is not recommended by Garaga. In the event of such an installation, the warranty against delamination shall be reduced by 50% (15 years on H-Tech or H-Tech Plus, 12 1⁄2 years on Standard+, Top Tech, North Hatley, Eastman Estate or Standard 138 and 7 1⁄2 years on Alterna).

Any claim must be submitted in writing to the manufacturer within thirty (30) days of knowledge of the alleged defect, and must be received by Garaga within the period of the warranty. Otherwise, the warranty shall not be honoured.

These warranties expressly exclude:

- Any costs related to the transportation of the replacement product;
- Any installation and labour charges related to the replacement product, unless it is honoured by a Garaga distributor under his own labour warranty;
- Any paint charges in the event the door had been repainted by or for the client;
- Any cost that the user of Garaga products may incur in exercising this warranty;
- Any cost resulting from an accident or any other in the event of defective materials;
- Any responsibility as to changes in models, materials, standard colours, and so on, made by Garaga, and/or its suppliers since the date of purchase.

Garaga reserves the right to provide products of similar quality, but of a different colour in order to fulfill its obligations in the event it couldn't provide products of the original colour, or if in its opinion, a door of a different colour could prevent the problem from re-occuring.

The replaced product becomes Garaga's property and must be returned to Garaga at the client's expense, unless a special agreement is reached with the Garaga agent.

Maintenance done by the consumer

The Garaga product user commits to regular annual maintenance recommended by Garaga (see installation guide)

This warranty is effective as of April 1st 2007.

GARAGA®

A choice you'll never regret!

This manual is available on our web site:

Questions and comments:

How to install the decorative hinges